

2004

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report
55**

Lunenburg County
Town of Kenbridge
Town of Victoria

Prepared By
**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With
**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypass - Bypass Route
Truck 	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
Lunenburg Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
40	Lunenburg County	From: Charlotte County Line	12.70	890	F	87%	1%	3%	2%	7%	0%	C	0.087	F	920	F
40 49	Lunenburg County	To: SR 49	0.14	2600	F	94%	0%	1%	1%	3%	0%	F	0.076	F	508	2700 F
40 49	Lunenburg County	To: 55-675	2.17	2900	F	94%	0%	1%	1%	3%	0%	C	0.092	F	525	3000 F
40 49	Town of Victoria (Maint: 55)	To: WCL Victoria	1.08	2900	N	94%	0%	1%	1%	3%	0%	N	0.092	N	525	3000 N
40	Town of Victoria (Maint: 55)	To: SR 49 Lunenburg Court House	0.81	5600	F	97%	0%	1%	1%	2%	0%	F	0.088	F	551	5800 F
40	Town of Victoria (Maint: 55)	To: 55-1009	0.02	6200	F	97%	0%	1%	1%	2%	0%	C	0.088	F	574	6400 F
40	Lunenburg County	To: ECL Victoria	3.74	6200	N	97%	0%	1%	1%	2%	0%	N	0.088	N	574	6400 N
40	Town of Kenbridge (Maint: 55)	To: WCL Kenbridge	1.33	6200	N	97%	0%	1%	1%	2%	0%	N	0.088	N	574	6400 N
40	Town of Kenbridge (Maint: 55)	To: 55-697	0.89	5700	F	97%	0%	1%	1%	2%	0%	F	0.093	F	571	5900 F
40	Town of Kenbridge (Maint: 55)	To: SR 137, SR 138	0.66	3600	F	97%	0%	1%	1%	2%	0%	F	0.089	F	569	3800 F
40	Lunenburg County	To: ECL Kenbridge	4.00	3600	N	97%	0%	1%	1%	2%	0%	N	0.089	N	569	3800 N
40	Lunenburg County	To: Nottoway County Line														
49	Lunenburg County	To: Mecklenburg County Line	11.28	1000	F	92%	1%	2%	1%	4%	0%	C	0.09	F	579	1100 F
49 40	Lunenburg County	To: S SR 40	0.14	2600	F	94%	0%	1%	1%	3%	0%	F	0.076	F	508	2700 F
49 40	Lunenburg County	To: 55-675	2.17	2900	F	94%	0%	1%	1%	3%	0%	C	0.092	F	525	3000 F
49 40	Town of Victoria (Maint: 55)	To: CL Victoria	1.08	2900	N	94%	0%	1%	1%	3%	0%	N	0.092	N	525	3000 N
49	Town of Victoria (Maint: 55)	To: N SR 40	0.51	3800	F	96%	0%	1%	1%	2%	0%	F	0.079	F	518	4000 F
49	Town of Victoria (Maint: 55)	To: 55-1017	0.65	3000	F	96%	0%	1%	1%	2%	0%	C	0.086	F	574	3100 F
49	Lunenburg County	To: NCL Victoria	4.88	3000	N	96%	0%	1%	1%	2%	0%	N	0.086	N	574	3100 N
49	Lunenburg County	To: Nottoway County Line														

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							2Axle	3+Axle	1Trail	2Trail							
137 138	Town of Kenbridge (Maint: 55)	From: 1.13	SR 40	To:							F	0.104	F	0.591	4500	F	
137 138	Lunenburg County	From: 0.74	ECL Kenbridge	To:							N	0.104	N	0.591	4500	N	
137 138	Lunenburg County	From: 1.93	55-601	To:							F	0.092	F	0.507	3300	F	
137	Lunenburg County	From: 4.67	SR 138 Lafoons Corner	To:							C	0.1	F	0.516	920	F	
138	Lunenburg County	From: 9.83	890	To:							Brunswick County Line						
138 137	Lunenburg County	From: 1.93	2000	To:							Mecklenburg County Line	C	0.091	F	0.524	2100	F
138 137	Lunenburg County	From: 0.74	3200	To:							SR 137 Lafoons Corner	F	0.092	F	0.507	3300	F
138 137	Town of Kenbridge (Maint: 55)	From: 1.13	55-601	To:							CL Kenbridge	N	0.104	N	0.591	4500	N
138 137		From: SR 40	To:									F	0.104	F	0.591	4500	F

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						2Axle	3+Axle	1Trail	2Trail										
Lunenburg County																			
(600)	0.90	230	R			From:	SR 40									NA	04/20/2004		
(600)	1.00	80	R			To:	55-601 SOUTH 55-601 NORTH									NA	04/20/2004		
(600)	1.30	30	R			From:	1.00 ME 55-601									NA	04/20/2004		
(601)	2.00	760	F			To:	55-627									NA	04/20/2004		
(601)	0.90	720	F			From:	SR 137					C	0.109	F	0.534	790	F	2004	
(601)	1.60	620	F			To:	55-714					F	0.112	F	0.578	750	F	2004	
(601)	0.20	60	R			From:	55-600 North					F	0.111	F	0.582	640	F	2004	
(601)	1.30	40	R			To:	SR 40									NA	04/20/2004		
(602)	2.10	70	R			From:	55-621									NA	04/22/2004		
(602)	1.70	20	R			To:	55-668									NA	04/22/2004		
(602)	0.20	60	R			From:	55-638 SOUTH									NA	04/22/2004		
(602)	0.50	60	R			To:	55-638 NORTH									NA	04/22/2004		
(602)	0.20	60	R			From:	0.50 MN 55-638									NA	04/22/2004		
(602)	1.30	40	R			To:	55-619									NA	04/22/2004		
(602)	2.50	110	R			From:	55-696									NA	04/22/2004		
(602)	0.30	110	R			To:	55-616									NA	04/22/2004		
(602)	2.00	180	R			From:	55-608									NA	04/22/2004		
(602)						To:	SR 137									NA	04/22/2004		
(603)	2.30	20	R			From:	55-602; 55-618									NA	04/20/2004		
(603)	1.80	160	R			To:	55-617 WEST									NA	04/20/2004		
(603)	0.90	900	R			From:	55-617 EAST									NA	04/20/2004		
(603)	1.50	250	R			To:	SR 137 SOUTH									NA	04/20/2004		
(603)	1.20	60	R			From:	SR 137 NORTH									NA	04/20/2004		
(604)	0.35	250	R			To:	55-616 EAST									NA	03/19/2001		
(604)	2.15	200	R			From:	55-616 WEST									NA	03/19/2001		
(604)	2.50	400	R			To:	55-645									NA	03/19/2001		
(604)						From:	SR 137									NA	03/19/2001		
(604)						To:	55-645									NA	03/19/2001		
(604)						From:	55-601									NA	03/19/2001		

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(605)	2.20	30	R			From: SR 137									NA	NA	03/19/2001
						To: 55-645											
(606)	0.50	60	R			From: Dead End									NA	NA	05/05/2004
						To: SR 137											
(607)	1.50	80	R			From: 55-609									NA	NA	05/25/2004
						To: 1.50 MW 55-609											
(607)	2.10	220	R			From: SCL Kenbridge									NA	NA	05/25/2004
						To: Dead End											
(608)	0.35	30	R			From: 55-616									NA	NA	05/25/2004
						To: 55-602											
(608)	0.20	46	R			From: 55-613									NA	NA	05/25/2004
						To: SR 137											
(609)	3.80	140	R			From: SR 138									NA	NA	04/30/2001
						To: SR 138											
(610)	3.70	240	R			From: SR 138 SOUTH									NA	NA	05/10/2001
						To: SR 138 NORTH											
(611)	3.00	60	R			From: SR 138									NA	NA	04/22/2004
						To: 55-602											
(612)	2.10	80	R			From: SR 138									NA	NA	04/22/2004
						To: 55-718											
(612)	2.90	60	R			From: 55-613									NA	NA	04/20/2004
						To: 55-635											
(613)	2.90	110	R			From: 55-637									NA	NA	04/18/2001
						To: 55-609											
(613)	1.90	140	F	95%	1%	0%	0%	4%	0%	F	0.116	F	0.588	150	F	2004	
						To: SR 138											
(614)	2.90	30	R			From: 55-635									NA	NA	04/20/2004
						To: 55-637											
(615)	3.60	120	R			From: 55-601									NA	NA	03/19/2001
						To: Brunswick County Line											
(616)	2.40	210	F	97%	0%	1%	1%	1%	0%	C	0.089	F	0.55	220	F	2004	
						To: SR 137											
(616)	1.50	210	F	97%	0%	1%	1%	1%	0%	F	0.121	F	0.569	210	F	2004	
						To: Brunswick County Line											
(617)	2.50	340	R			From: SR 138									NA	NA	03/19/2001
						To: 55-602											
(617)	1.84	190	R			From: Brunswick County Line									NA	NA	03/19/2001

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Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(618)	0.90	160	R			From:	55-602						NA	NA	03/19/2001	
						To:	Brussels County Line									
(619)	1.80	70	R			From:	SR 138						NA	NA	04/22/2004	
						To:	55-610 NORTH									
						From:	55-610 SOUTH									
(619)	1.10	45	R										NA	NA	04/22/2004	
						To:	55-696									
(619)	0.90	30	R			From:	55-602						NA	NA	04/22/2004	
						To:	Brussels County Line									
(620)	2.20	50	R			From:	55-621						NA	NA	04/22/2004	
						To:	55-638									
(620)	0.30	60	R			From:	Brussels County Line						NA	NA	04/22/2004	
(621)	0.50	70	R			From:	Mecklenburg County Line						NA	NA	04/22/2004	
						To:	55-602									
(621)	0.10	70	R			From:	55-602						NA	NA	04/22/2004	
						To:	55-620									
(621)	0.50	20	R			From:	Brussels County Line						NA	NA	04/22/2004	
(622)	4.35	47	R			From:	Dead End						NA	NA	05/17/2004	
						To:	55-712									
(622)	0.60	130	R			From:	55-634						NA	NA	05/17/2004	
(622)	3.19	190	R			From:	55-677						NA	NA	05/17/2004	
						To:	55-577									
(622)	0.40	300	R			From:	SR 49						NA	NA	05/17/2004	
						To:	55-692									
(622)	2.60	510	F	97%	0%	0%	1%	2%	0%	C	0.112	F	0.638	410	F	2004
(622)	3.57	320	F	97%	0%	0%	1%	2%	0%	F	0.121	F	0.826	530	F	2004
						To:	55-691									
(622)						From:	Charlotte County Line									
(623)	4.41	230	R			From:	55-695						NA	NA	03/12/2001	
						To:	55-630									
(624)	0.40	60	R			From:	55-625						NA	NA	05/04/2004	
(625)	4.70	160	R			From:	Prince Edward County Line									
(625)						To:	55-662									
						From:	Nottoway County Line									
(626)	3.10	140	R			From:	SR 40						NA	NA	03/15/2001	
(626)	3.72	300	F	98%	0%	1%	0%	1%	0%	C	0.091	F	0.536	310	F	2004
						To:	55-683									
(626)						From:	55-666									

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(626)	1.20	120	F	98%	0%	1%	0%	1%	0%	F	0.114	F	0.563	130	F	2004
				From:	55-666											
				To:	55-662 WEST											
(626)	5.40	250	R		From:	55-662 EAST							NA		NA	04/24/2001
				To:	55-723 SOUTH											
(626)	1.84	150	R		From:	55-723 NORTH							NA		NA	04/24/2001
				To:	Nottoway County Line											
(627)	1.90	60	R		From:	55-645							NA		NA	04/20/2004
				To:	55-600											
(627)	0.90	60	R		From:	55-615 WEST							NA		NA	04/20/2004
				To:	55-615 EAST											
(627)	0.77	220	R		From:	Nottoway County Line							NA		NA	04/20/2004
				To:	Charlotte County Line											
(628) County Line Rd	1.60	200	R		From:	55-687 WEST							NA		NA	03/15/2001
				To:	55-687 WEST; 55-688											
(628)	0.50	210	R		From:	55-687 EAST							NA		NA	03/15/2001
				To:	55-685											
(628)	2.21	230	R		From:	Charlotte County Line							NA		NA	03/15/2001
				To:	55-688											
(629)	2.80	150	R		From:	Charlotte County Line							NA		NA	04/09/2001
				To:	55-688											
(630)	0.95	370	R		From:	Charlotte County Line							NA		NA	03/12/2001
				To:	55-632											
(630)	2.18	90	F	97%	0%	1%	1%	1%	0%	F	0.142	F	0.769	90	F	2004
				To:	55-631 EAST											
(630)	2.52	250	F	97%	0%	1%	1%	1%	0%	C	0.114	F	0.69	260	F	2004
				To:	SR 49											
(631)	1.10	40	R		From:	Mecklenburg County Line							NA		NA	05/17/2004
				To:	55-632											
(631)	1.60	40	R		From:	55-632; 55-717							NA		NA	05/17/2004
				To:	1.60 MN 55-632											
(631)	0.10	40	R		From:	55-630 WEST							NA		NA	05/17/2004
				To:	55-630 EAST											
(631)	2.00	60	R		From:	55-694							NA		NA	05/17/2004
				To:	55-744											
(631)	2.50	90	R		From:	55-744							NA		NA	05/17/2004
				To:	55-622											
(632)	0.20	120	R		From:	Mecklenburg County Line							NA		NA	05/17/2004
				To:	55-622											
(632)	1.50	180	R		From:	55-631; 55-717							NA		NA	03/12/2001
				To:	55-630; 55-760											
(632)	1.60	350	R		From:	55-630; 55-760							NA		NA	03/12/2001
				To:	55-630; 55-760											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(633)	1.46	40	R			From: Mecklenburg County Line					NA			NA		05/20/2004
(633)	0.84	90	R			To: 1.46 MN of CL					NA			NA		05/20/2004
(633)						To: SR 49										
(634)	2.66	140	R			From: Mecklenburg County Line					NA			NA		05/17/2004
(634)						To: 55-622										
(635)	1.08	340	R			From: Mecklenburg County Line					NA			NA		04/18/2001
(635)						To: 55-641										
(635)	2.39	350	R			From: 55-641					NA			NA		04/18/2001
(635)						To: 55-640										
(635)	0.41	460	F	94%	1%	1%	3%	0%	0%	F	0.107	F	0.522	480	F	2004
(635)						From: 55-639										
(635)	4.44	450	F	94%	1%	1%	3%	0%	0%	F	0.12	F	0.528	470	F	2004
(635)						To: 55-655										
(635)	2.00	320	F	94%	1%	1%	3%	0%	0%	F	0.108	F	0.542	330	F	2004
(635)						To: 55-643										
(635)	3.28	820	F	94%	1%	1%	3%	0%	0%	C	0.098	F	0.646	850	F	2004
(635)						To: SR 40										
(636)	0.93	260	R			From: Mecklenburg County Line					NA			NA		05/03/2001
(636)						To: 55-640										
(636)	2.10	150	R			From: 55-640					NA			NA		05/03/2001
(636)						To: 55-637										
(637)	1.79	430	R			From: Mecklenburg County Line					NA			NA		05/03/2001
(637)						To: 55-718										
(637)	2.47	340	R			From: 55-718					NA			NA		05/03/2001
(637)						To: 55-636										
(637)	2.29	370	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.581	380	F	2004
(637)						From: 55-636										
(637)	3.13	480	F	97%	0%	1%	1%	1%	0%	F	0.108	F	0.696	490	F	2004
(637)						To: 55-613										
(637)	2.15	540	F	97%	0%	1%	1%	1%	0%	F	0.104	F	0.591	560	F	2004
(637)						To: 55-647										
(637)	1.41	1200	F	97%	0%	1%	1%	1%	0%	F	0.097	F	0.646	1200	F	2004
(637)						To: 55-655										
(637)	0.01	1600	F	97%	0%	1%	1%	1%	0%	C	0.094	F	0.619	1700	F	2004
(637)						To: SCL Kenbridge										
Town of Kenbridge																
(637)	0.57	1600	N	97%	0%	1%	1%	1%	0%	N	0.094	N	0.619	1700	N	2004
(637)						From: SCL Kenbridge										
(637)						To: SR 40										
Lunenburg County																
(638)	1.80	130	R			From: SR 138					NA			NA		04/22/2004
(638)						To: 55-696										
(638)	0.10	70	R			From: 55-696					NA			NA		04/22/2004
(638)						To: 0.10 ME 55-696										
(638)	0.50	60	R			From: 0.10 ME 55-696					NA			NA		04/22/2004
(638)						To: 55-602 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(638)	1.00	30	R			From:	55-602 NORTH					NA		NA	NA	04/22/2004
						To:	55-620									
(639)	1.20	80	R			From:	55-635					NA		NA	NA	04/20/2004
						To:	1.20 ME 55-635; GT									
(639)	0.50	30	R			From:	Dead End; Gap Terminus					NA		NA	NA	04/20/2004
						To:	55-637									
(640)	3.10	270	R			From:	55-636					NA		NA	NA	04/18/2001
						To:	55-635									
(641)	2.50	100	R			From:	55-635					NA		NA	NA	04/19/2001
						To:	55-640									
(642)	1.90	60	R			From:	Dead End					NA		NA	NA	05/25/2004
						To:	55-655									
(643)	2.70	48	R			From:	55-640					NA		NA	NA	05/25/2004
						To:	55-635 NORTH									
(643)	2.70	40	R			From:	55-635 SOUTH					NA		NA	NA	05/25/2004
						To:	55-644									
(643)	1.28	50	R			From:	55-644					NA		NA	NA	05/25/2004
						To:	1.28 M FRM 55-644									
(643)	2.22	70	R			From:	55-655					NA		NA	NA	05/25/2004
						To:	55-635									
(644)	1.90	30	R			From:	55-643					NA		NA	NA	05/25/2004
						To:	55-635									
(645)	3.40	130	F	98%	1%	1%	0%	0%	0%	C	0.126	F	0.722	130	F	2004
							SR 137									
(645)	1.60	180	R			From:	55-627					NA		NA	NA	03/19/2001
						To:	Brunswick County Line									
(646)	0.70	120	R			From:	55-655					NA		NA	NA	05/03/2001
						To:	55-647									
(646)	2.60	80	R			From:	55-637					NA		NA	NA	04/20/2004
						To:	55-756									
(646)	0.35	90	R			From:	55-756					NA		NA	NA	04/20/2004
						To:	Dead End									
(647)	0.90	10	R			From:	55-635					NA		NA	NA	04/20/2004
						To:	55-646									
(647)	1.80	90	R			From:	55-646					NA		NA	NA	04/20/2004
						To:	55-637									
(647)	1.00	20	R			From:	55-648					NA		NA	NA	04/20/2004
						To:	55-648									

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						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(647)	1.50	49	R			From:	55-648								NA	NA	04/20/2004
						To:	55-609										
(648)	1.75	80	R			From:	55-647								NA	NA	04/20/2004
						To:	1.75 MN 55-647										
(648)	0.06	180	R			From:	1.76 MN 55-647								NA	NA	04/20/2004
						To:	55-637										
(649)	2.00	120	R			From:	SR 40								NA	NA	05/25/2004
						To:	Dead End										
(650)	1.05	50	R			From:	55-651								NA	NA	05/25/2004
						To:	Dead End										
(651)	3.20	160	R			From:	55-653								NA	NA	05/10/2001
						To:	55-652										
(652)	2.30	340	F	99%	0%	0%	0%	1%	0%	F	0.087	F	0.556	350	F	2004	
						From:	55-655										
						To:	SR 40 EAST										
(652)	1.33	210	F	99%	0%	0%	0%	1%	0%	C	0.139	F	0.516	220	F	2004	
						To:	55-663										
(652)	1.40	190	R			From:	55-653 WEST								NA	NA	04/30/2001
						To:	55-653 EAST										
(652)	1.40	200	R												NA	NA	04/30/2001
						To:	55-651										
(652)	1.90	290	F	99%	0%	0%	0%	1%	0%	F	0.12	F	0.667	300	F	2004	
						To:	SR 49										
Town of Victoria																	
(653)	1.02	420	F	98%	0%	0%	1%	0%	0%	F	0.108	F	0.521	430	F	2004	
						To:	ECL Victoria										
Lunenburg County																	
(653)	2.37	420	N	98%	0%	0%	1%	0%	0%	N	0.108	N	0.521	430	N	2004	
						From:	ECL Victoria										
(653)	4.23	740	F	98%	0%	0%	1%	0%	0%	F	0.094	F	0.931	770	F	2004	
						To:	55-652 WEST										
(653)	0.28	890	F	98%	0%	0%	1%	0%	0%	F	0.099	F	0.581	920	F	2004	
						From:	NCL Kenbridge										
(653)	0.22	800	F	98%	0%	0%	1%	0%	0%	C	0.096	F	0.803	830	F	2004	
						To:	55-1136										
(653)	0.12	1000	F	94%	0%	2%	2%	1%	0%	C	0.101	F	0.553	1100	F	2004	
						To:	55-1135										
(653)	2.90	130	R			From:	55-635								NA	NA	05/03/2001
						To:	55-655										
(654)	1.59	160	R			From:	55-635								NA	NA	04/18/2001
						To:	55-642										
(655)	8.80	180	R			From:	55-635 NORTH								NA	NA	04/18/2001
						To:	55-635										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(655)	3.37	550	F	98%	1%	1%	0%	0%	0%	C	0.088	F	0.612	570	F	2004
				From:	55-635 NORTH											
				To:	55-637											
(656)	1.90	40	R			From:	Dead End					NA		NA		05/04/2004
				To:	55-626											
(657)	1.50	30	R			From:	Dead End					NA		NA		05/25/2004
				To:	55-655											
(658)	1.60	20	R			From:	55-712					NA		NA		05/05/2004
				To:	55-671											
(659)	1.29	280	R			From:	55-675					NA		NA		05/05/2004
				To:	1.29 MS 55-675											
(659)	1.71	290	R			From:	3.00 MN 55-675					NA		NA		05/05/2004
				To:	3.29 MN 55-675											
(659)	0.29	220	R			From:	55-675					NA		NA		05/05/2004
				To:	3.29 MN 55-675											
(659)	0.73	270	R			From:	55-770					NA		NA		05/05/2004
				To:	55-643											
(660)	0.80	10	R			From:	Dead End					NA		NA		05/05/2004
				To:	SR 138											
(661)	2.13	260	R			From:	55-635					NA		NA		05/10/2001
				To:	SCL Victoria											
Town of Victoria																
(661)	0.57	260	R			From:	SCL Victoria					NA		NA		05/10/2001
				To:	55-734											
(661)	0.05	1100	R			From:	55-1024					NA		NA		05/10/2001
				To:	SR 40											
(662)	0.07	20	R			From:	Dead End					NA		NA		04/17/2001
				To:	55-1011											
(662)	0.13	80	F	97%	1%	1%	1%	0%	0%	F	0.173	F	0.529	80	F	2004
				To:	55-1038											
(662)	0.26	190	F	97%	1%	1%	1%	0%	0%	F	0.151	F	0.679	200	F	2004
				To:	55-1015											
(662)	0.06	540	F	97%	1%	1%	1%	0%	0%	F	0.11	F	0.512	560	F	2004
				To:	55-1002											
(662)	0.10	520	F	97%	1%	1%	1%	0%	0%	F	0.107	F	0.624	530	F	2004
				To:	SR 49											
(662)	0.46	1400	F	97%	1%	1%	1%	0%	0%	C	0.113	F	0.630	1400	F	2004
				To:	55-1034											
(662)	0.22	1300	F	97%	1%	1%	1%	0%	0%	F	0.104	F	0.629	1300	F	2004
				To:	WCL Victoria											

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						2Axle	3+Axle	1Trail	2Trail										
Lunenburg County																			
(662)	0.42	1300	N	97%	1%	1%	1%	0%	0%	From: WCL Victoria		N	0.104	N	0.629	1300	N	2004	
(662)	2.75	1100	R	From:	55-716; 55-737					To:					NA	NA	05/10/2001		
(662)	1.15	450	R	From:	55-666					To:					NA	NA	04/09/2001		
(662)	4.29	310	R	From:	55-626					To:					NA	NA	04/09/2001		
(662)	1.20	370	R	From:	55-625					To:					NA	NA	04/09/2001		
(662)																			
(663)	2.12	440	R	From:	SR 40					To:					NA	NA	05/10/2001		
(663)	1.25	120	R	From:	2.12 MN SR 40					To:					NA	NA	05/10/2001		
(664)	3.50	40	R	From:	SR 49					To:					NA	NA	05/04/2004		
(665)	2.60	120	R	From:	55-626					To:					NA	NA	05/04/2004		
(666)	1.50	290	F	99%	0%	1%	0%	0%	0%	From:	55-662		C	0.096	F	0.586	310	F	2004
(666)										To:	55-626								
(667)	1.39	40	R	From:	55-662					To:					NA	NA	05/12/2004		
(667)	0.91	140	R	From:	1.39 ME 55-662					To:					NA	NA	05/12/2004		
(667)	0.54	200	R	From:	55-669					To:					NA	NA	05/12/2004		
(667)																			
Town of Victoria																			
(667)	0.26	250	R	From:	WCL Victoria					To:					NA	NA	05/12/2004		
(668)	1.70	220	R	From:	55-602					To:					NA	NA	05/03/2001		
(669)	0.20	47	R	From:	SR 138					To:					NA	NA	05/12/2004		
(669)	2.10	60	R	From:	55-670					To:					NA	NA	05/12/2004		
(670)	0.70	49	R	From:	55-722					To:					NA	NA	05/05/2004		
(670)																			
(670)	2.80	270	R	From:	SR 40 WEST					To:					NA	NA	05/05/2004		
(671)	3.00	80	R	From:	SR 40 EAST					To:					NA	NA	04/18/2001		
(671)	1.90	160	R	From:	55-680					To:					NA	NA	04/18/2001		
(671)																			

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(672)	1.60	47	R			From: Dead End									NA	NA	05/05/2004
						To: 55-671											
(673)	1.30	30	R			From: Dead End									NA	NA	05/05/2004
						To: 55-671											
(674)	0.85	48	R			From: SR 49									NA	NA	05/05/2004
						To: 0.85 ME SR 49											
(674)	0.05	50	R			From: 0.85 ME SR 49									NA	NA	05/05/2004
						To: 55-675											
(675)	1.60	70	R			From: Dead End									NA	NA	05/05/2004
						To: 1.60 MN Dead End											
(675)	0.10	80	R			From: 1.60 MN Dead End									NA	NA	05/05/2004
						To: 55-674											
(675)	0.90	160	R			From: 55-674									NA	NA	05/05/2004
						To: 55-671											
(675)	1.40	280	F	93%	1%	1%	3%	2%	0%	F	0.1	F	0.717	290	F	2004	
						From: 55-659											
(675)	0.50	680	F	93%	1%	1%	3%	2%	0%	C	0.096	F	0.706	710	F	2004	
						To: SR 49											
(676)	0.90	30	R			From: 55-622									NA	NA	05/17/2004
						To: Dead End											
(677)	0.77	60	R			From: Dead End									NA	NA	05/17/2004
						To: 0.77 MN Dead End											
(677)	0.03	49	R			From: 0.77 MN Dead End									NA	NA	05/17/2004
						To: 55-622											
(678)	2.50	30	R			From: 55-680									NA	NA	05/12/2004
						To: 55-626 WEST											
(678)	0.60	180	R			From: 55-626 EAST									NA	NA	05/12/2004
						To: 55-679											
(678)	0.40	140	R			From: 55-679									NA	NA	05/12/2004
						To: 55-704											
(678)	0.15	60	R			From: 55-704									NA	NA	05/12/2004
						To: 0.15 MN 55-704											
(678)	4.45	60	R			From: Prince Edward County Line									NA	NA	05/12/2004
						To: 55-678											
(679)	0.85	70	R			From: 55-678									NA	NA	05/12/2004
						To: 0.85 MN 55-678											
(679)	0.07	50	R			From: 0.85 MN 55-678									NA	NA	05/12/2004
						To: 55-662											
(680)	0.90	20	R			From: 55-690									NA	NA	05/12/2004
						To: 55-689											
(680)	2.10	20	R			From: 55-689									NA	NA	05/12/2004
						To: 55-681											
(680)	0.50	90	R			From: 55-681									NA	NA	05/12/2004
						To: 0.50 MN 55-681											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(680)	0.40	90	R			From:	0.50 MN 55-681								NA	NA	05/12/2004
(680)	0.10	100	R			To:	SR 40								NA	NA	05/12/2004
(680)	0.20	100	R			From:	0.10 MN SR 40								NA	NA	05/12/2004
(680)	1.50	110	R			To:	55-678								NA	NA	05/12/2004
(680)	0.20	90	R			From:	1.50 MN 55-678								NA	NA	05/12/2004
(680)	0.90	90	R			To:	55-670								NA	NA	05/12/2004
(680)	0.05	30	R			From:	55-666								NA	NA	05/12/2004
(681)	0.10	150	R			To:	55-662								NA	NA	05/12/2004
(682)	1.50	40	R			From:	55-680								NA	NA	05/12/2004
(682)						To:	SR 40										
(683)	3.47	140	F	95%	0%	3%	0%	2%	0%	C	0.152	F	0.579	140	F	2004	
(683)	2.23	300	F	95%	0%	3%	0%	2%	0%	F	0.101	F	0.631	320	F	2004	
(684)	1.90	70	R			From:	55-685								NA	NA	05/20/2004
(684)						To:	55-701										
(685)	4.20	80	R			From:	55-683								NA	NA	03/15/2001
(685)	1.44	500	R			To:	55-684								NA	NA	03/15/2001
(686)	1.40	50	R			From:	US 360								NA	NA	04/20/2004
(686)						To:	Dead End										
(687)	1.60	340	R			From:	SR 40								NA	NA	05/20/2004
(687)						To:	55-628 W; 55-688										
(687)	2.60	40	R			From:	55-628 EAST								NA	NA	05/20/2004
(688)	1.30	100	R			To:	55-685								NA	NA	05/20/2004
(688)						From:	55-630										
(688)	3.80	140	R			To:	55-623 WEST								NA	NA	05/20/2004
(688)						From:	55-623 EAST										
(688)	2.42	420	R			To:	55-622 WEST								NA	NA	05/20/2004
(688)						From:	55-622 EAST										
(688)	2.50	80	R			To:	SR 40 EAST								NA	NA	05/20/2004
(688)						From:	SR 40 WEST										
(688)						To:	55-687										

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(689)	2.29	90	R			From:	55-680					NA		NA	05/20/2004
(689)	1.01	150	R			To:	2.30 MN 55-680					NA		NA	05/20/2004
(689)						From:	SR 40 WEST								
(689)						From:	SR 40 EAST								
(689)	1.00	70	R			To:	55-626					NA		NA	05/20/2004
(690)						From:	SR 49					NA		NA	05/12/2004
(690)	1.60	30	R			To:	55-692					NA		NA	05/12/2004
(690)	1.70	30	R			From:	55-680					NA		NA	05/12/2004
(690)						To:	55-691					NA		NA	05/12/2004
(690)						From:	SR 40					NA		NA	04/09/2001
(691)	1.30	210	R			To:	SR 40					NA		NA	04/09/2001
(691)						From:	55-622					NA		NA	04/09/2001
(691)	2.70	150	R			To:	55-690					NA		NA	04/09/2001
(692)						From:	55-622					NA		NA	05/17/2004
(692)	1.50	40	R			To:	1.50 ME 55-622					NA		NA	05/17/2004
(692)						From:	55-690					NA		NA	05/17/2004
(693)						From:	SR 49					NA		NA	04/24/2001
(693)	0.35	49	R			To:	55-562					NA		NA	04/24/2001
(694)						From:	55-623					NA		NA	05/17/2004
(694)	2.40	30	R			To:	55-631					NA		NA	05/17/2004
(694)						From:	SR 49					NA		NA	05/17/2004
(694)	1.35	100	R			To:	Dead End					NA		NA	05/17/2004
(695)						From:	55-623					NA		NA	04/09/2001
(695)	2.60	120	R			To:	55-622					NA		NA	04/09/2001
(696)						From:	55-638					NA		NA	05/25/2004
(696)	1.20	60	R			To:	55-619					NA		NA	05/25/2004
(696)						To:	55-602					NA		NA	05/25/2004
Town of Kenbridge															
(697)						From:	SR 40					NA		NA	05/25/2004
(697)	0.13	430	R			To:	NCL Kenbridge					NA		NA	05/25/2004
Lunenburg County															
(697)						From:	NCL Kenbridge					NA		NA	05/25/2004
(697)	0.87	40	R			To:	1.00 MN SR 40					NA		NA	05/25/2004
(697)						To:	Dead End					NA		NA	05/25/2004
(698)						From:	Dead End					NA		NA	05/20/2004
(698)	0.50	110	R			To:	55-628					NA		NA	05/20/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(700)	1.60	80	R			From: 55-685						NA		NA		05/12/2004
						To: 55-683										
(701)	0.70	90	F	90%	1%	0%	2%	8%	0%	C	0.12	F	0.583	90	F	2004
						From: US 360 WEST										
(701)	2.00	300	F	90%	1%	0%	2%	8%	0%	F	0.096	F	0.514	310	F	2004
						To: Prince Edward County Line										
(702)	0.90	80	R			From: 55-622						NA		NA		05/17/2004
						To: 55-742										
(702)	0.30	30	R			From: Dead End						NA		NA		05/17/2004
						To: Dead End										
(703)	0.20	90	R			From: Dead End						NA		NA		03/15/2001
						To: 55-726										
(704)	1.20	60	R			From: Dead End						NA		NA		05/12/2004
						To: 55-678										
(705)	2.10	60	R			From: Dead End						NA		NA		04/22/2004
						To: 55-613										
(706)	0.70	40	R			From: SR 40						NA		NA		05/05/2004
						To: Dead End										
(707)	0.05	110	R			From: 55-9924						NA		NA		05/14/2001
						To: SR 40										
(708)	0.80	70	R			From: 55-610						NA		NA		05/05/2004
						To: Dead End										
(709)	0.89	200	R			From: SR 49						NA		NA		05/04/2004
						To: 0.89 ME SR 49										
(709)	2.26	110	R			From: 55-651; 55-652						NA		NA		05/04/2004
						To: SR 40										
(710)	0.01	130	R			From: SR 40						NA		NA		05/25/2004
						To: WCL Kenbridge										
Town of Kenbridge																
(710)	0.04	70	R			From: WCL Kenbridge						NA		NA		05/25/2004
						To: NCL Kenbridge										
Lunenburg County																
(710)	0.04	80	R			From: NCL Kenbridge						NA		NA		05/25/2004
						To: 55-772										
(710)	0.74	60	R			From: 55-772						NA		NA		05/25/2004
						To: Dead End										
(711)	0.80	30	R			From: 55-603						NA		NA		04/20/2004
						To: Brunswick County Line										
(712)	0.60	100	R			From: 55-622						NA		NA		05/17/2004
						To: 0.60 ME 55-622										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(712)	1.90	90	R			From:	0.60 ME	55-622							NA	NA	05/17/2004
(712)	0.30	80	R			To:	2.50 ME	55-622							NA	NA	05/17/2004
(712)	1.09	100	R			From:	55-658								NA	NA	05/17/2004
(713)	0.60	40	R			To:	55-655								NA	NA	05/05/2004
(713)						From:	Dead End								NA	NA	
(714)	1.30	30	R			To:	55-601								NA	NA	04/20/2004
(714)	0.80	40	R			From:	Dead End								NA	NA	04/20/2004
(715)	0.70	60	R			To:	55-645								NA	NA	05/04/2004
(715)						From:	55-626								NA	NA	
(716)	0.69	310	R			From:	55-662; 55-737								NA	NA	05/04/2004
(716)	0.41	220	R			To:	0.69 MN	55-662							NA	NA	05/04/2004
(717)	1.00	49	R			From:	Dead End								NA	NA	05/17/2004
(718)	2.10	50	R			To:	55-631; 55-632							NA	NA	04/22/2004	
(718)						From:	55-637								NA	NA	
(719)	1.50	40	R			To:	55-630								NA	NA	05/20/2004
(719)	0.20	40	R			From:	1.50 MN	55-630							NA	NA	05/20/2004
(719)	0.30	30	R			To:	1.70 MN	55-630							NA	NA	05/20/2004
(720)	0.80	90	R			From:	Dead End								NA	NA	05/12/2004
(720)						To:	55-701								NA	NA	
(721)	2.80	130	R			From:	55-662								NA	NA	05/04/2004
(721)						To:	55-626								NA	NA	
(722)	0.90	70	R			From:	SR 40								NA	NA	04/09/2001
(722)						To:	55-669								NA	NA	
(723)	1.55	1300	F	94%	0%	1%	2%	2%	0%	C	0.084	F	0.620	1300	F	2004	
(723)	3.00	1200	F	94%	0%	1%	2%	2%	0%	F	0.084	F	0.589	1300	F	2004	
(724)	1.00	100	R			From:	SR 49								NA	NA	05/25/2004
(724)						To:	55-739								NA	NA	
(724)						From:	Nottoway County Line								NA	NA	
(724)						To:	Dead End								NA	NA	
(724)							55-635								NA	NA	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(725)	0.40	70	R			From: Dead End					NA		NA		05/04/2004	
						To: 55-652										
Town of Victoria																
(726)	0.25	140	R			From: SR 49					NA		NA		05/04/2004	
						To: NCL Victoria										
Lunenburg County																
(726)	0.29	100	R			From: NCL Victoria					NA		NA		05/04/2004	
						To: Dead End										
(727)	0.50	8	R			From: SR 49					NA		NA		05/17/2004	
						To: Dead End										
(728)	0.50	50	R			From: 55-604					NA		NA		04/20/2004	
						To: Dead End										
(729)	0.60	50	R			From: Dead End					NA		NA		05/25/2004	
						To: SCL Kenbridge										
Town of Kenbridge																
(729)	0.20	70	R			From: SCL Kenbridge					NA		NA		05/25/2004	
						To: SR 40										
Lunenburg County																
(730)	0.31	40	R			From: Dead End					NA		NA		05/04/2004	
						To: 55-652										
(731)	0.30	70	R			From: Dead End					NA		NA		05/17/2004	
						To: SR 49										
(732)	0.60	30	R			From: Dead End					NA		NA		05/20/2004	
						To: 0.60 MN Dead End										
(732)	1.00	90	R			From: 55-622					NA		NA		05/20/2004	
						To: 55-622										
(733)	0.50	30	R			From: Dead End					NA		NA		05/25/2004	
						To: 55-641										
(734)	1.25	690	F	93%	0%	1%	5%	0%	0%	C	0.091	F	0.508	710	F	2004
						From: ECL Victoria										
Town of Victoria																
(734)	0.95	770	F	93%	0%	1%	5%	0%	0%	F	0.099	F	0.547	800	F	2004
						To: 55-1008										
Lunenburg County																
(735)	0.60	30	R			From: 55-622					NA		NA		05/20/2004	
						To: Dead End										
(736)	0.52	100	R			From: Dead End					NA		NA		05/04/2004	
						To: SR 40										
(737)	0.65	130	R			From: 55-662 WEST					NA		NA		05/10/2001	
						To: 55-662 EAST										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(738)	0.11	46	R			From: Dead End					NA		NA		05/25/2004
Town of Victoria															
(738)	0.20	90	R			From: WCL Victoria					NA		NA		04/02/2001
Lunenburg County															
(739)	0.35	50	R			From: 0.35 MW 55-723					NA		NA		05/04/2004
(739)	0.50	60	R			To: 55-723					NA		NA		05/04/2004
(740)	0.50	40	R			From: Dead End					NA		NA		05/20/2004
(741)	0.35	40	R			To: 55-622					NA		NA		05/04/2004
(742)	0.90	20	R			From: Dead End					NA		NA		05/12/2004
(743)	0.40	10	R			To: 55-702					NA		NA		05/04/2004
(744)	0.60	40	R			From: Dead End					NA		NA		05/17/2004
(745)	0.25	20	R			To: 55-631					NA		NA		05/20/2004
(746)	0.10	170	R			From: 55-622					NA		NA		05/04/2004
(746)	0.10	20	R			To: Dead End					NA		NA		05/04/2004
(747)	0.25	30	R			From: SR 40					NA		NA		04/20/2004
Town of Kenbridge															
(748)	0.15	90	R			From: Dead End					NA		NA		05/24/2004
Lunenburg County															
(749)	0.15	20	R			From: 55-622					NA		NA		05/17/2004
(750)	0.80	50	R			To: Dead End					NA		NA		05/20/2004
(751)	0.25	40	R			From: US 360					NA		NA		05/20/2004
(752)	0.30	30	R			To: Dead End					NA		NA		05/20/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(753)	0.40	20	R			From: Dead End					NA		NA	NA	05/05/2004
						To: SR 138									
(754)	0.35	30	R			From: SR 40					NA		NA	NA	05/05/2004
						To: Dead End									
(755)	0.80	340	R			From: SR 40 SOUTH					NA		NA	NA	05/05/2004
						To: SR 40 NORTH									
(756)	0.25	30	R			From: Dead End					NA		NA	NA	04/20/2004
						To: 55-646									
Town of Kenbridge															
(757)	0.11	60	R			From: Dead End					NA		NA	NA	05/25/2004
						To: SR 40									
Lunenburg County															
(758)	1.50	60	R			From: 55-683					NA		NA	NA	05/12/2004
						To: Dead End									
(759)	0.80	70	R			From: Dead End					NA		NA	NA	05/20/2004
						To: SR 40									
(760)	0.50	60	R			From: Dead End					NA		NA	NA	05/20/2004
						To: 55-630; 55-632									
Town of Kenbridge															
(761)	0.25	40	R			From: SR 40					NA		NA	NA	05/04/2004
						To: NCL Kenbridge									
Lunenburg County															
(761)	0.45	40	R			From: NCL Kenbridge					NA		NA	NA	03/27/2001
						To: Dead End									
(762)	0.15	40	R			From: SR 40					NA		NA	NA	04/20/2004
						To: Dead End									
(763)	0.10	40	R			From: SR 40					NA		NA	NA	04/20/2004
						To: Dead End									
(764)	1.65	90	R			From: Dead End					NA		NA	NA	05/12/2004
						To: 55-683									
(765)	0.20	30	R			From: Dead End					NA		NA	NA	05/12/2004
						To: 55-602									
(766)	0.60	60	R			From: Dead End					NA		NA	NA	05/04/2004
						To: 55-626									
(767)	0.80	46	R			From: Dead End					NA		NA	NA	05/20/2004
						To: 55-622									
(768)	0.50	80	R			From: Dead End					NA		NA	NA	05/12/2004
						To: 55-683									
(769)	0.35	50	R			From: 55-629					NA		NA	NA	05/20/2004
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(770)	0.19	180	R			From: Dead End								NA		05/05/2004
						To: 55-659										
(771)	0.81	40	R			From: Dead End								NA		05/17/2004
						To: SR 49										
(772)	0.30	49	R			From: Dead End								NA		05/25/2004
						To: 55-710										
(775)	0.31	40	R			From: 55-622								NA		05/25/2004
						To: Dead End										
Town of Victoria																
(1001)	0.05	650	R			From: 55-1055								NA		05/07/2001
						To: SR 40										
(1001)	0.08	750	F			From: 94% 1% 1% 3% 2% 0%					C	0.091	F	0.576	780	F 2004
						To: 55-662										
(1001)	0.27	430	F			From: 98% 0% 1% 0% 0% 0%					C	0.097	F	0.565	440	F 2004
						To: 55-1010										
(1001)	0.79	260	F			From: 98% 0% 1% 0% 0% 0%					F	0.108	F	0.563	270	F 2004
						To: 55-653										
(1002)	0.07	980	F			From: SR 40; SR 49					C	0.104	F	0.51	1000	F 2004
						To: 55-662										
(1002)	0.07	580	F			From: 97% 1% 2% 0% 0% 0%					F	0.098	F	0.595	600	F 2004
						To: 55-1020										
(1002)	0.08	500	F			From: 97% 1% 2% 0% 0% 0%					F	0.095	F	0.553	510	F 2004
						To: 55-1019										
(1002)	0.61	200	F			From: 97% 1% 2% 0% 0% 0%					F	0.102	F	0.609	210	F 2004
						To: 55-653										
(1003)	0.21	160	R			From: 55-1021								NA		05/07/2001
						To: 55-1019										
(1003)	0.17	390	R			From: 55-653								NA		05/07/2001
						To: 55-1021										
(1004)	0.07	60	R			From: 55-662								NA		05/07/2001
						To: 55-1019										
(1004)	0.15	270	R			From: 55-1019								NA		05/07/2001
						To: Dead End										
(1004)	0.22	160	R			From: 55-1035								NA		03/24/2001
						To: 55-1041 Gap Terminus										
(1005)	0.12	20	R			From: SR 49 Gap Terminus								NA		04/02/2001
						To: 55-1019										
(1005)	0.20	440	R			From: 55-1019								NA		05/07/2001
						To: 55-1006										
(1005)	0.18	140	R			From: Dead End								NA		03/24/2001
						To: 55-1006										
(1005)	0.06	47	R			From: Dead End								NA		03/24/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
(1006)	0.20	140	R			From:	55-1001				NA		NA	NA	03/24/2001
(1006)	0.15	100	R			To:	55-1005				NA		NA	NA	03/24/2001
						To:	55-1003								
(1007)	0.30	100	R			From:	55-1001				NA		NA	NA	03/24/2001
						To:	55-653								
(1008)	0.03	390	R			From:	SR 40 WEST				NA		NA	NA	05/14/2001
						To:	55-667								
(1008)	0.40	110	R			From:	55-667				NA		NA	NA	05/14/2001
						To:	55-1023								
(1008)	0.03	290	R			From:	55-1023				NA		NA	NA	05/14/2001
						To:	55-1022								
(1008)	0.07	320	R			From:	55-1022				NA		NA	NA	05/14/2001
						To:	SR 40 EAST								
Lunenburg County															
(1009)	0.61	70	R			From:	55-734				NA		NA	NA	05/25/2004
						To:	Dead End; Gap Terminus								
Town of Victoria															
(1009)	0.16	290	R			From:	Dead End; Gap Terminus				NA		NA	NA	05/25/2004
						To:	SR 40								
(1010)	0.06	60	R			From:	55-1011				NA		NA	NA	04/17/2001
						To:	55-1012; Gap Terminus								
(1010)	0.07	50	R			From:	55-1014; Gap Terminus				NA		NA	NA	04/17/2001
						To:	55-1001								
(1010)	0.20	90	R			From:	55-1001				NA		NA	NA	03/24/2001
						To:	55-1005								
(1010)	0.07	80	R			From:	55-1005				NA		NA	NA	03/24/2001
						To:	55-1004								
(1010)	0.08	80	R			From:	55-1004				NA		NA	NA	03/24/2001
						To:	55-1003								
(1010)	0.10	40	R			From:	55-1003				NA		NA	NA	03/24/2001
						To:	Dead End								
(1011)	0.08	450	R			From:	SR 40				NA		NA	NA	05/07/2001
						To:	55-662								
(1011)	0.16	180	R			From:	55-662				NA		NA	NA	05/07/2001
						To:	55-1019								
(1011)	0.08	150	R			From:	55-1019				NA		NA	NA	05/07/2001
						To:	55-1010								
(1011)	0.50	30	R			From:	55-1010				NA		NA	NA	04/17/2001
						To:	Dead End								
(1012)	0.32	210	R			From:	SR 40				NA		NA	NA	04/24/2001
						To:	55-1010								
(1013)	0.18	220	R			From:	SR 40				NA		NA	NA	04/24/2001
						To:	55-1020								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
(1013)	0.08	40	R			From:	55-1020							NA	NA	04/24/2001
						To:	55-1019									
(1014)	0.26	310	R			From:	Dead End							NA	NA	03/24/2001
						To:	55-1019									
(1014)	0.07	70	R			From:	55-1019							NA	NA	03/24/2001
						To:	55-1010									
(1015)	0.02	400	R			From:	Dead End							NA	NA	05/14/2001
						To:	SR 40									
(1015)	0.07	440	R			From:	55-662							NA	NA	05/14/2001
						To:	55-1020									
(1015)	0.08	140	R			From:	55-662							NA	NA	05/14/2001
						To:	55-1020									
(1016)	0.14	120	R			From:	55-1021							NA	NA	05/07/2001
						To:	55-1020									
(1016)	0.08	140	R			From:	55-1020							NA	NA	05/07/2001
						To:	55-1019									
(1017)	0.20	230	R			From:	55-662							NA	NA	03/24/2001
						To:	SR 49									
(1018)	0.23	210	R			From:	55-1021							NA	NA	04/02/2001
						To:	55-1019									
(1019)	0.07	30	R			From:	55-1011							NA	NA	04/17/2001
						To:	55-1012; Gap Terminus									
(1019)	0.07	30	R			From:	55-1013; Gap Terminus							NA	NA	04/17/2001
						To:	55-1014									
(1019)	0.06	60	R			From:	55-1014							NA	NA	05/07/2001
						To:	55-1001; Gap Terminus									
(1019)	0.08	50	R			From:	55-1002; Gap Terminus							NA	NA	05/07/2001
						To:	55-1005									
(1019)	0.16	190	R			From:	55-1005							NA	NA	05/07/2001
						To:	55-1003; Gap Terminus									
(1019)	0.22	210	R			From:	SR 49; Gap Terminus									
						To:	55-1046									
(1019)	0.16	60	R			From:	55-1046							NA	NA	04/24/2001
						To:	55-1045									
(1020)	0.03	20	R			From:	Dead End							NA	NA	04/17/2001
						To:	55-1011									
(1020)	0.18	80	R			From:	55-1011							NA	NA	03/24/2001
						To:	55-1013									
(1020)	0.20	130	R			From:	55-1013							NA	NA	05/07/2001
						To:	55-1015; Gap Terminus									
(1020)	0.40	140	R			From:	55-1002; Gap Terminus							NA	NA	04/02/2001
						To:	55-1018									
(1020)	0.07	50	R			From:	55-1018							NA	NA	04/02/2001
						To:	Dead End									

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						2Axle	3+Axle	1Trail	2Trail								
Town of Victoria																	
(1021)	0.21	270	F	100%	0%	0%	0%	0%	0%	SR 49	C	0.102	F	0.536	280	F	2004
(1021)	0.07	160	R	From:	55-1016										NA		04/02/2001
(1021)	0.13	100	R	From:	Thirteenth St										NA		04/02/2001
(1022)	0.04	110	R	To:	Dead End										NA		05/14/2001
(1023)	0.15	49	R	From:	SR 40										NA		04/02/2001
(1023)				To:	55-1008										NA		
(1024)	0.20	290	R	From:	55-1047										NA		04/17/2001
(1024)	0.20	490	F	93%	1%	1%	1%	4%	0%	55-1036	F	0.129	F	0.569	510	F	2004
(1024)	0.38	1400	F	93%	1%	1%	1%	4%	0%	55-661	C	0.105	F	0.570	1400	F	2004
(1024)				To:	SR 40; SR 49										NA		
(1025)	0.04	45	R	From:	Dead End										NA		04/17/2001
(1025)	0.19	40	R	From:	55-1047										NA		04/17/2001
(1025)	0.07	60	R	From:	55-1036										NA		04/17/2001
(1025)				To:	55-1040; Gap Terminus										NA		
(1025)	0.07	60	R	From:	55-661; Gap Terminus										NA		04/17/2001
(1025)	0.32	100	R	From:	55-1029										NA		04/17/2001
(1025)				To:	SR 40; SR 49										NA		
(1026)	0.06	49	R	From:	55-1047										NA		04/17/2001
(1026)	0.06	90	R	From:	55-1042										NA		04/17/2001
(1026)				To:	55-1037; Gap Terminus										NA		
(1026)	0.13	90	R	From:	55-1028; Gap Terminus										NA		04/17/2001
(1026)	0.20	80	R	From:	55-1031										NA		04/17/2001
(1026)				To:	SR 40; SR 49										NA		
(1027)	0.33	120	R	From:	55-1042										NA		04/17/2001
(1027)				To:	9th St; Gap Terminus										NA		
(1027)	0.27	130	R	From:	55-661; Gap Terminus										NA		04/17/2001
(1027)	0.12	200	R	From:	55-1032										NA		04/17/2001
(1027)				To:	SR 40; SR 49										NA		
(1028)	0.32	230	R	From:	55-661										NA		04/17/2001
(1028)				To:	55-1033										NA		
(1028)	0.05	420	R	From:	SR 40; SR 49										NA		04/17/2001
(1028)				To:											NA		

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
(1029)	0.19	110	R			From:	55-1027				NA		NA	NA	04/17/2001
(1029)	0.05	240	R			To:	55-734				NA		NA	NA	04/17/2001
(1030)						To:	55-1024								
(1030)	0.13	40	R			From:	55-1027				NA		NA	NA	04/02/2001
(1030)	0.07	70	R			To:	55-1025				NA		NA	NA	04/02/2001
(1031)						From:	55-734								
(1031)	0.19	50	R			To:	55-1028				NA		NA	NA	04/02/2001
(1031)	0.12	80	R			From:	55-1025				NA		NA	NA	04/02/2001
(1032)						To:	55-1024								
(1032)	0.07	20	R			From:	55-1028				NA		NA	NA	04/02/2001
(1032)	0.12	20	R			To:	55-1027				NA		NA	NA	04/02/2001
(1032)	0.12	50	R			From:	55-1025				NA		NA	NA	04/02/2001
(1033)						To:	55-1024								
(1033)	0.35	47	R			From:	55-1044				NA		NA	NA	04/02/2001
(1033)	0.07	60	R			To:	55-734				NA		NA	NA	04/02/2001
(1034)						From:	55-1024								
(1034)	0.10	20	R			To:	Dead End				NA		NA	NA	05/25/2004
(1034)	0.10	48	R			From:	0.10 ME Dead End				NA		NA	NA	05/25/2004
(1035)						To:	55-662								
(1035)	0.09	90	R			From:	55-1008				NA		NA	NA	04/02/2001
(1036)						To:	55-1024								
(1036)	0.04	9	R			From:	Dead End				NA		NA	NA	04/17/2001
(1036)	0.12	110	R			To:	55-1025				NA		NA	NA	04/17/2001
(1037)						From:	55-1024								
(1037)	0.06	110	R			To:	55-1026				NA		NA	NA	04/17/2001
(1037)	0.11	220	R			From:	55-1025				NA		NA	NA	04/17/2001
(1037)	0.05	40	R			To:	55-1024				NA		NA	NA	04/17/2001
(1038)						From:	Dead End								
(1038)	0.08	110	R			To:	SR 40				NA		NA	NA	03/24/2001
(1038)	0.09	47	R			From:	55-662				NA		NA	NA	03/24/2001
(1038)						To:	55-1020								

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
(1039)	0.05	60	R			From:	55-734					NA		NA	04/17/2001
(1039)	0.07	40	R			To:	55-1024					NA		NA	04/17/2001
						To:	Dead End								
(1040)	0.19	60	R			From:	55-1025					NA		NA	04/17/2001
						To:	Dead End								
(1041)	0.07	70	R			From:	55-1008					NA		NA	04/02/2001
						To:	55-1005								
(1041)	0.16	70	R			From:	55-1005					NA		NA	04/02/2001
						To:	Dead End								
(1042)	0.20	280	R			From:	55-1027					NA		NA	04/17/2001
						To:	55-734								
(1042)	0.05	160	R			From:	55-1024					NA		NA	04/17/2001
						To:	55-1024								
(1043)	0.14	30	R			From:	SR 49					NA		NA	03/24/2001
						To:	Dead End								
(1044)	0.11	49	R			From:	Dead End					NA		NA	04/02/2001
						To:	SR 40; SR 49								
(1044)	0.05	80	R			From:	SR 40; SR 49					NA		NA	04/02/2001
						To:	55-1033								
(1045)	0.06	30	R			From:	55-1019					NA		NA	03/24/2001
						To:	55-1046								
(1046)	0.25	110	R			From:	55-1019					NA		NA	03/24/2001
						To:	55-1045								
(1047)	0.17	90	R			From:	55-1026					NA		NA	04/17/2001
						To:	55-1024								
(1048)	0.05	60	R			From:	Dead End					NA		NA	04/02/2001
						To:	SR 40								
(1049)	0.04	20	R			From:	55-1007					NA		NA	05/07/2001
						To:	Dead End								
Lunenburg County															
(1050)	0.14	46	R			From:	Dead End					NA		NA	03/24/2001
						To:	55-726								
Town of Victoria															
(1055)	0.33	250	R			From:	55-661					NA		NA	05/10/2001
						To:	55-1001								
Town of Kenbridge															
(1101)	0.41	280	R			From:	55-1123					NA		NA	04/30/2001
						To:	55-1111								
(1101)	0.37	450	F	96%	0%	2%	1%	1%	0%		F	0.111	F	0.612	470
						To:	55-1110								2004

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
(1101)	0.32	650	F	99%	0%	1%	0%	0%	0%	C	0.105	F	0.529	670	F	2004
						From:	55-1110									
(1101)	0.06	1300	F	96%	0%	2%	1%	1%	0%	C	0.113	F	0.587	1300	F	2004
						To:	55-1130									
(1101)	0.31	800	F	96%	0%	2%	1%	1%	0%	F	0.110	F	0.621	820	F	2004
						From:	SR 40 EAST									
						To:	SR 40 WEST									
(1102)	0.14	110	R			From:	55-653						NA		NA	03/29/2001
						To:	55-1117									
(1103)	0.15	110	R			From:	55-1101						NA		NA	04/30/2001
						To:	55-1108									
(1104)	0.11	120	R			From:	SR 40						NA		NA	03/27/2001
						To:	55-1114 NORTH									
(1104)	0.06	40	R			From:	55-1114 SOUTH						NA		NA	03/27/2001
						To:	Dead End									
(1105)	0.13	90	R			From:	55-1107						NA		NA	03/29/2001
						To:	55-1106									
(1105)	0.10	80	R			From:	55-1125						NA		NA	03/29/2001
						To:	55-1128									
(1106)	0.15	430	R			From:	55-637						NA		NA	03/29/2001
						To:	SCL Kenbridge									
(1107)	0.14	300	R			From:	55-637						NA		NA	03/29/2001
						To:	Dead End									
(1108)	0.03	30	R			From:	55-1110						NA		NA	04/30/2001
						To:	55-1121									
(1108)	0.32	180	R			From:	55-1117						NA		NA	04/30/2001
						To:	55-1126									
(1109)	0.16	260	R			From:	SR 137; SR 138						NA		NA	04/30/2001
						To:	55-1108									
(1109)	0.07	170	R			From:	55-1101						NA		NA	04/30/2001
						To:	55-1108									
(1110)	0.18	280	R			From:	55-1112						NA		NA	04/30/2001
						To:	SR 137; SR 138									
(1111)	0.14	390	R			From:	Dead End						NA		NA	04/30/2001
						To:	55-1117									
(1112)	0.07	60	R			From:	55-1112						NA		NA	04/30/2001
						To:	55-1110; Gap Terminus									
(1112)	0.15	40	R			From:	Dead End; Gap Terminus						NA		NA	04/30/2001
						To:	55-1121									

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						2Axle	3+Axle	1Trail	2Trail									
Town of Kenbridge																		
(1112)	0.06	200	R			From:	55-1121									NA	04/30/2001	
						To:	SR 40											
(1113)	0.10	500	R			From:	SR 40									NA	05/17/2001	
						To:	55-1101											
(1113)	0.09	140	R			From:	55-1101									NA	05/17/2001	
						To:	55-1115											
(1114)	0.39	480	F			From:	55-637					C	0.093	F	0.6	490	F	2004
						To:	SR 40											
(1115)	0.06	880	R			From:	SR 40									NA	04/30/2001	
						To:	55-1116											
(1115)	0.13	180	R			From:	55-1116									NA	05/07/2001	
						To:	55-1117											
(1116)	0.06	140	R			From:	Seventh Avenue									NA	05/07/2001	
						To:	55-1101											
(1116)	0.08	550	F			From:	55-1101					C	0.119	F	0.515	570	F	2004
						To:	55-1115											
(1116)	0.15	270	F			From:	55-1115					F	0.116	F	0.645	280	F	2004
						To:	55-1102											
(1117)	0.18	280	R			From:	North Street									NA	05/07/2001	
						To:	55-1132											
(1117)	0.05	290	R			From:	55-1132									NA	05/07/2001	
						To:	55-1102											
(1117)	0.22	120	R			From:	55-1102									NA	05/07/2001	
						To:	55-1136											
(1118)	0.08	330	R			From:	55-637									NA	05/07/2001	
						To:	55-1124											
(1118)	0.08	230	R			From:	55-1124									NA	05/07/2001	
						To:	55-1119											
(1119)	0.15	200	R			From:	55-1114									NA	05/07/2001	
						To:	SR 40											
(1120)	0.28	160	R			From:	55-1114									NA	03/27/2001	
						To:	Dead End											
(1121)	0.07	200	R			From:	SR 137; SR 138									NA	04/30/2001	
						To:	55-1108											
(1121)	0.05	100	R			From:	55-1108									NA	04/30/2001	
						To:	55-1112											
Lunenburg County																		
(1122)	0.27	70	R			From:	Dead End									NA	03/27/2001	
						To:	55-1129											
Town of Kenbridge																		
(1123)	0.09	210	R			From:	55-1101									NA	04/30/2001	
						To:	SR 137; SR 138											

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(1124)	0.14	350	R			From: 55-1114					NA		NA	NA	05/14/2001
						To: SR 40									
(1125)	0.08	120	R			From: 55-1105					NA		NA	NA	03/29/2001
						To: 55-637									
(1125)	0.08	290	R			From: 55-1124					NA		NA	NA	03/29/2001
						To: 55-1109									
(1126)	0.15	1000	R			From: 55-1109					NA		NA	NA	04/30/2001
						To: SR 40									
(1127)	0.07	50	R			From: SR 137; SR 138					NA		NA	NA	04/30/2001
						To: NCL Kenbridge									
(1128)	0.10	460	R			From: 55-1106					NA		NA	NA	03/29/2001
						To: Dead End									
Lunenburg County															
(1129)	0.20	120	R			From: 55-637					NA		NA	NA	03/27/2001
						To: 55-1122									
Town of Kenbridge															
(1130)	0.06	220	R			From: 55-1126					NA		NA	NA	04/30/2001
						To: 55-1101									
(1131)	0.09	30	R			From: 55-1142					NA		NA	NA	03/29/2001
						To: 55-1138									
(1131)	0.05	290	R			From: SR 40					NA		NA	NA	03/29/2001
						To: 55-1116									
(1132)	0.12	110	R			From: 55-1117					NA		NA	NA	05/07/2001
						To: 55-1133									
(1133)	0.07	40	R			From: 55-1133					NA		NA	NA	03/27/2001
						To: 55-1134									
(1133)	0.11	140	R			From: 55-637					NA		NA	NA	03/27/2001
						To: Dead End									
(1134)	0.14	110	R			From: 55-1133					NA		NA	NA	03/27/2001
						To: 55-653									
(1135)	0.31	190	R			From: 55-653					NA		NA	NA	03/29/2001
						To: Dead End									
(1136)	0.09	140	R			From: 55-1117					NA		NA	NA	03/29/2001
						To: 55-653									
(1137)	0.08	30	R			From: Dead End					NA		NA	NA	05/25/2004
						To: 55-1133									
(1138)	0.06	80	R			From: Dead End					NA		NA	NA	03/29/2001
						To: 55-1131									
(1139)	0.06	310	R			From: SR 40					NA		NA	NA	03/29/2001
						To: 55-1135									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(1139)	0.19	300	R			From: 55-1135					NA		NA		03/29/2001
						To: 55-653									
(1140)	0.04	80	R			From: Dead End					NA		NA		03/29/2001
						To: 55-1131									
(1141)	0.14	50	R			From: 55-1142					NA		NA		03/29/2001
						To: SR 40									
(1142)	0.22	40	R			From: 55-1131					NA		NA		05/14/2001
						To: 55-1141									
Lunenburg County															
(1201)	0.30	90	R			From: SR 137					NA		NA		03/19/2001
						To: Dead End									
(9446)	0.11	0	R			From: 55-622					NA		NA		1994
						To: West End Elem Sch									
(9924)	0.15	50	R			From: 55-707					NA		NA		05/25/2004
						To: Lunenburg Jr High Sch									
(9925)	0.05	230	R			From: SR 40					NA		NA		05/25/2004
						To: Central High School									
(9925)	0.05	210	R			From: 55-663					NA		NA		05/25/2004
						To: Kenbridge Primary Sch									
Town of Kenbridge															
(9926)	0.10	100	R			From: 55-653					NA		NA		05/25/2004
						To: Kenbridge Primary Sch									